

**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**LISTING OF THE CLAIMS:**

1-21. (Canceled).

22. (Previously Presented) A prioritization method for prioritizing sensor plug-ins, which are for coordinating powertrain control of a motor vehicle, the method comprising:

    sorting a list having the plug-ins according to a degree of a rising priority or a falling priority, so as to provide a sorted list;

    processing the sorted list sequentially, beginning with the one of the plug-ins having a highest priority;

    ending the processing of the list as soon as one of the plug-in sensors includes a request command; and

    selecting the request command.

23. (Previously Presented) The method of claim 22, wherein the selected request command is stored and routed on.

24. (Previously Presented) The method of claim 22, wherein various lists for adapting to global optimization criteria, which include at least one of economic adjustments, sport adjustments and winter recognition are processed.

25. (Previously Presented) The method of claim 24, wherein each of the plug-ins is marked by an identity (ID) number and by a position in the various lists for processing.

26. (Previously Presented) A prioritization method for prioritizing sensor plug-ins, which are for coordinating powertrain control of a motor vehicle, the method comprising:

    processing the plug-ins in a list in a desired sequence; and

    determining at least one of a minimum, a maximum and an average request command from request commands of requesters of the plug-ins.

27. (Previously Presented) The method of claim 26, wherein the determining of the at least one of a minimum, a maximum and an average request command includes :

- temporarily storing a first polled request command;
- comparing each polled request command to a temporarily stored request command to determine whether it is greater or smaller than the temporarily stored request command;
- temporarily storing the polled request command if it is greater or smaller than the temporarily stored request command, otherwise no storage occurs; and
- after polling all requesters of the plug-ins, the request command is temporarily stored and routed on.

28. (Previously Presented) The method of claim 26, wherein a request command of the plug-ins, which are for controlling at least one of an engine and a braking system, is selected, otherwise the determined request command, which is a minimum or a maximum, is selected, the request command including one of a braking intervention and a propulsion command.

29. (Previously Presented) The method of claim 26, wherein individual requesters have the effect that certain other requesters are not considered in determining a maximum or a minimum request command.

30. (Previously Presented) The method of claim 26, wherein various lists are processed for adapting to global optimization criteria, which include at least one of economic adjustments, sport adjustments and winter recognition.

31. (Previously Presented) The method of claim 26, wherein each of the plug-ins is marked by an identity (ID) number for processing.

32. (Previously Presented) The method of claim 22, wherein a second prioritization process is used if the a request command is not determined, and wherein the second prioritization process is for prioritizing the sensor plug-ins by processing the plug-ins in a list in a desired sequence, and by determining at least one of a minimum, a maximum and an average request command from request commands of requesters of the plug-ins.

33. (Previously Presented) The method of claim 22, wherein the method is performed by a computer system having at least one processor and at least one memory for control, using a software architecture having the following components:

- an operating system and specific services for all other applications;
- a universal request arrangement to provide base functionalities for performing universal requests;
- a layer for coordinating tasks for the basic functionalities and for linking in the plug-ins; and
- at least one plug-in for performing tasks that go beyond the basic functionalities and are coordinated by the layer, wherein the plug-ins are modularly exchangeable.

34. (Previously Presented) The method of claim 33, wherein, in the software architecture, at least one of open interfaces, which are accessible from the outside, and encapsulated interfaces, which are not open to the outside, are integrated.

35. (Previously Presented) The method of claim 33, wherein the requests of the plug-ins include an adaptive cruise control (ACC) request, a driver's demand request, a driveability strategy request, and a shift strategy request.

36. (Previously Presented) The prioritization method of claim 33, wherein the layer includes the coordinators vehicle coordinator, a vehicle motion coordinator and a powertrain coordinator, the vehicle motion coordinator being where a selection of the plug-ins is performed.

37. (Previously Presented) The method of claim 36, wherein each of the coordinators is connected via interfaces to the plug-ins for communication.

38. (Previously Presented) The method of claim 33, wherein the layer is connected via interfaces for communication with the basic functionalities that act like sensors or actuators.

39. (Previously Presented) The method of claim 33, wherein the plug-ins have a module-like exchangeability so that the prioritization method is flexibly adaptable to different vehicle

configurations and control unit configurations, and requests of various systems are centrally introduced in a uniform manner based on system reference variables.

40. (Previously Presented) A computer readable medium having a computer program, which is executable by a computer, comprising:

a computer code arrangement having computer code for prioritizing sensor plug-ins, which are for coordinating powertrain control of a motor vehicle, by performing the following:

sorting a list having the plug-ins according to a degree of a rising priority or a falling priority, so as to provide a sorted list;

processing the sorted list sequentially, beginning with the one of the plug-ins having a highest priority;

ending the processing of the list as soon as one of the plug-in sensors includes a request command; and

selecting the request command.

41. (Previously Presented) A control system for a vehicle for prioritizing sensor plug-ins, which are for coordinating powertrain control of the motor vehicle, comprising:

a sorting arrangement to sort a list having the plug-ins according to a degree of a rising priority or a falling priority, so as to provide a sorted list;

a processing arrangement to process the sorted list sequentially, beginning with the one of the plug-ins having a highest priority;

an ending arrangement to end the processing of the list as soon as one of the plug-in sensors includes a request command; and

a selecting arrangement to select the request command.

42. (New) The method of claim 22, wherein the selected request command is stored and routed on, wherein various lists for adapting to global optimization criteria, which include at least one of economic adjustments, sport adjustments and winter recognition are processed, and wherein each of the plug-ins is marked by an identity (ID) number and by a position in the various lists for processing.

43. (New) The method of claim 33, wherein, in the software architecture, at least one of open interfaces, which are accessible from the outside, and encapsulated interfaces, which are not open to the outside, are integrated, wherein the requests of the plug-ins include an adaptive cruise control (ACC) request, a driver's demand request, a driveability strategy request, and a shift strategy request, and wherein the layer includes the coordinators vehicle coordinator, a vehicle motion coordinator and a powertrain coordinator, the vehicle motion coordinator being where a selection of the plug-ins is performed.

44. (New) The method of claim 43, wherein the layer is connected via interfaces for communication with the basic functionalities that act like sensors or actuators, and wherein the plug-ins have a module-like exchangeability so that the prioritization method is flexibly adaptable to different vehicle configurations and control unit configurations, and requests of various systems are centrally introduced in a uniform manner based on system reference variables.

45. (New) The method of claim 33, wherein the layer is connected via interfaces for communication with the basic functionalities that act like sensors or actuators, and wherein the plug-ins have a module-like exchangeability so that the prioritization method is flexibly adaptable to different vehicle configurations and control unit configurations, and requests of various systems are centrally introduced in a uniform manner based on system reference variables.

46. (New) The method of claim 27, wherein a request command of the plug-ins, which are for controlling at least one of an engine and a braking system, is selected, otherwise the determined request command, which is a minimum or a maximum, is selected, the request command including one of a braking intervention and a propulsion command., wherein individual requesters have the effect that certain other requesters are not considered in determining a maximum or a minimum request command.

47. (New) The method of claim 46, wherein various lists are processed for adapting to global optimization criteria, which include at least one of economic adjustments, sport adjustments

and winter recognition, and wherein each of the plug-ins is marked by an identity (ID) number for processing.

48. (New) The method of claim 27, wherein various lists are processed for adapting to global optimization criteria, which include at least one of economic adjustments, sport adjustments and winter recognition, and wherein each of the plug-ins is marked by an identity (ID) number for processing.